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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
10/783,800	02/21/2004	Francis J. McCabe	5532-20244	7190
27331	7590	06/21/2007		
BENASUTTI, P.A. 17294 BERMUDA VILLAGE DRIVE BOCA RATON, FL 33487			EXAMINER WINNER, TONY H	
			ART UNIT 3611	PAPER NUMBER
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**Please find below and/or attached an Office communication concerning this application or proceeding.**

The time period for reply, if any, is set in the attached communication.

Art Unit: 3611

1. An examiner's amendment to the record appears below. Should the changes and/or additions be unacceptable to applicant, an amendment may be filed as provided by 37 CFR 1.312. To ensure consideration of such an amendment, it MUST be submitted no later than the payment of the issue fee.

Authorization for this examiner's amendment was given in a telephone interview with Catherine Cavella on 6/15/07.

The application has been amended as follows: Replaces current page 10 of the specification with an enclosed new page 10.



**TONY WINNER  
PATENT EXAMINER**

June 15, 2007

1 the power transfer means, that is, the shaft 110. A second clutch 140 disengages the source of  
2 power, that is, the motor and overrides it when there is enough power supplied by the windmill  
3 for vehicle propulsion, that is, the motor power source is cut off.

4 Once the aerodynamic lift of the windmill is input into the system, it is theorized that the  
5 system is getting energy from atmospheric pressure due to gravity.

6 It is also theorized that the optimum vehicle speed will be between 30 and 45 mph depending  
7 on the efficiency of the airfoil design in the windmill. The power available from the windmill  
8 ultimately exceeds the power required to move the vehicle. Prior to that speed, the windmill assists  
9 in powering the vehicle. This embodiment of my invention is further illustrated in Figure 13 which  
10 shows a three wheel vehicle 1000. The windmill 1002 is geared up to apply continuous force as the  
11 speed of the vehicle increases. This must be a calculated ratio as to windmill power profile (speed)  
12 to tire size.

13 Herein, an engine to wheel clutch is needed, but a windmill clutch drive is not necessary.  
14 As vehicle speed increases, the engine powers the vehicle with increasing windmill assist up to  
15 the power required and power available solely from the windmill. The intersect speed is perhaps  
16 in the 40 to 60 mph range. At that point, the windmill runs the vehicle.